first so he might have the chance, per- 8 o'clock the mainsail was haps, of running down on and blanketing This ambition to be the last over both to be handicapped. The Columbia was on the starboard bow of the bronze yacht as they swept over the line, dropping spinnaker poles to starbeard and letting the immense side vails belly in the breeze. Balloon jib topsails burst from stops and the giants bowled down the coast.

The Columbia got away at 11:02:12 and the Shamrock was timed seventeen seconds later. They glided down a broad path of sunshine looking so pretty that the photographic navy in their wake used up most of its films and plates taking their pictures. The sun shone full on balloon jib topsails and spinnakers, which were outlined in shadow onthe racers' mainsails, swinging to port. It was surmised that the breeze was about eight knots. Maybe because of the unruffled sea, combined with her greater spread of canvas, the Shamrock began to close up on the Columbia. Both yachts had hauled down jibs and foresails immediately after standing on their course and were now under mainsails, club topsails, bal-

loon jib topsails and spinnakers. Twenty minutes after the start the Shamrock seemed, from the decks of the following fleet, to be slightly ahead of the Co This supposition became a cerlumbia. tainty a few minutes later, and the patriots attributed it to the freshening of the breeze, which always helps the yacht astern. When the press tug got at right angles with the course of the yachts it was seen that the Irish Knight's ship was leading by two minutes at least. The breeze dropped to about five knots and when it increased and ran up on her riva!, almost in her wake, dipping a minute off the Sharerock's lead. The Columbia crossed the stern of the The outer mark was now, at 12:30, distinctly visible, a little more than two miles ahead. Four minutes later the Shamrock took down her balloon jib topsail and set her jib and small staysail, preparing for the windward work after round-

Capt. Barr held on to his grout sails and came flying down on Capt. Sycamore. It was surmised on the press boat that the dousing of the Shamrock's balloon jib topsail was not clever seamarship but it is not unlikely that Capt. Sycamore had a pretty clear notion why he had taken down the bulging bead sail. The little it was more than made up by an accident to the Columbia's spunaker the leach of which got caught on a snap hook of the balloon jib tepsail, which was being lowered. A man was hauled aloft in a sligg to clear the spinnaker. He clang to the stay and made strenuous efforts to kick the spinnaker free. While he was at work a triangle of sky suddenly burst through the

The sympathy of the fleet la front of the Yankee yacht went out to her in a groan. It looked as if the nervy sailor man would not be able to free the big sail. But he got it free at last, and just as he did so, the sail blew forward and doubled around the stay inclosing the sailor like a shroud. He was seen struggling in the sail for half a minute. Then the spinnaker was freed and the balloon jib topsail came rushing down the stay. There was a mess of billowy "muslin" in the water for a few seconds, but the active Yankee tars, their arms working as fast as the claws of crabs, snatched it aboard as they

lay along the bowsprit.

The Shamrock rounded the outer mark at 12:48:46 and started homeward on the starboard tack. The Columbia was fortynine seconds astern of her and wheeled instantly on the port tack, coming about on the starboard at 12:52:30. At 1 o'clock the Columbia was far on the weather quarter of the challenger which went about later crossed the Columbia's bows, with plenty of room to spare. The wind faded somewhat and enabled the vachts to carry jib topsails comfertably and with profit. The Columbia set hers first, and the Shamrock broke out hers a minute later. Thereafter book and ill-luck intermittently attended both vachts. The breeze dwindled to two knots at times. Several apparent efforts of the Columbia to cross the Shamrock's bow ended in the Briton forcing the Yankee about. At 2:45 o'clock the fleet went almost to sleep in a zephyr that lasted a minute or more. Then it breezed up to four or five knots and the racers got on the move again. Twice the Columbia tried to cross the Briton's bow and twice she was forced around. The last time this

bia being 4 hours 33 minutes 40 seconds and that of the Shamrock 4 hours 33 minutes 38 seconds, but it was the closest finish between Cup racers on record. After receiving the vaporous and other salutes of the fleet the Columbia sent aloft her victory flags." The American yacht ensign floated from the masthead and two small editions of the Stars and Stripes fluttered from the ends of her spreaders. Several of the attending steam yachts including the Corsair and the Colonia flew bright new flags from their mastheads. There was less enthusiasm than on former days because the public had accepted it as a foregone conclusion that the Columbia was going to get "three straight" and that the cherished mug was out of danger. Sir Thomas Lipton's yacht surely can sail in a light-a very light breeze-and an un-

occurred the Columbia went on the star-

board tack on the Shamrock's lee bow.

Both boats were able to make the finish

on this tack.

COLUMBIA'S THIRD VICTORY. Hard Fight From Start to Finish Between

The northwest breeze which had made such a rattling good sace on Thursday was still blowing when preparations for the contest were made vesterday on the waiting vachts that were lying in the Horseshoe. The air was crisp and cool and, although two defeats were registered against the Shamrock, Sir Thomas Lipton and his guests on the Erin and the sailors who handled his yacht were still chipper and were determined to do their best in the race that was coming and if possible secure at least one victory over the Colum-

On the Columbia the men were very confident that they would add another victory to their string and make the series with the Shamrock three straight in their favor. They regarded the Shamrock as a beaten beat before they went out to the starting line and had no fear as to the result of the contest. On both yachts the usual overhauling was done and shortly after 8 o'clock Mr. Jameson, who has charge of the sailing of the Shamrock, Designer Watson, Sailmaker Ratsey, Robert Ure and Commodore Hilliard went over in a launch from the Erin and boarded the challenger.

By this time Capt, Sycamore's men had ent the jib and fore staysail up in stops. and the covers had been taken off the main for holeting. Shortly before half-past day. No Cure, No Pay. Price 23 cents - Ade. sail so that that piece of canvas was ready

while the yacht was still at her moorings and about that time Mr. Morgan and his friends went over from the tender Park City and boarded the Columbia where Capt. Barr had been working for some time getting things shipshape for the race.

There was a nice little breeze blowing from the north-northwest and many who had watched the performances of the two boats thought that it was very possible that Shamrock would make a better showing with the Columbia than she did in Thursday's race, when the wind was blow ing so much stronger, and these experts had sized up things very well for later in the day it was shown that Shamrock's weather is a breeze of about ten knots strength and a smooth sea. Shortly before 9 o'clock the tug Wallace B. Flint took a line from the Columbia and started with the American champion out toward the lightship for what was to be the last race of the series for the America's Cup. The Shamrock started soon afterward in tow of the tug James A. Lawrence.

The journey from the Hook to the lightship was a slow one, and the Regatta Committee on board the Navigator with the fleet of tugs used in the races passed the yachts on the way. When the Navigator reached the lightship the signal was made that the course would be fifteen miles to leeward and return.

About 10 o'clock Columbia's mainsail was hoisted and then both boats were held in the wind while the club topsails were sent aloft, these big pieces of canvas, as usual, being sent up from the starboard side. The Shamrock's club topsail was got up without much trouble, but on the Columbia the sails stuck when about halfa bit the Columbia felt its impulse first | way up and had to be lowered to the deck and hoisted again. This took a long time

FIRST LEG A RUN. The Shamrock cast off her tow at about 10:30 o'clock, and breaking out her jib stood on toward the lightship, and the Columbia followed, but not until a few minutes before the preparatory signal for the race had been made. The course signalled by the committee was southsoutheast, and as the wind was coming from the north-northwest, this meant a run of fifteen miles and then a beat home.

The Navigator anchored west southwest of the lightship, making the starting line at right angles to the wind, and then the tug Edward F. Luckenbach was sent off to log the course, and the guide boat, the Buccaneer, got in a position to show the way to the outer mark as soon as the yachts should be started. The revenue cutters and the yachts impressed into the guard service took up their positions and the fleet of excursion steamers, vachts and tugs kept to the northward and westward of the start ing line to watch the manguvres. In starting a race down the wind it is generally thought by yachtsmen that the most advantageous position is last, and the manouvring between Capts. Sycamore and Barr to get his position was very pretty

When the preparatory signal was given at 19:45 o'clock, the Shamrock was running in from the northwest with her boom over to port, while the Columbia, which had been delayed by her club topsail was coming in with her boom to starboard. The Shamrock gybed at once, and both were heading toward the line, on the port tack, the crews being busy sending up the light sails which were to be used on the run before the wind Columbia's balloon jib topsaf! was sent up in stops all ready to break out, and she was then sailing under jib and fore staysail, and the big club topsail set over the mainsail. The only head sail carried on the Shamrock was her jib, her fore staysail being in stops. The balloon jib topsail of the Shamrock was hoisted up on the stay.

The vachts were moving slowly because their main sheets were trimmed in very flat and they were coming in before the wind. When five minutes of the time had elapsed the Shamrock passed to the south of the committee boat and then with he wind abeam she stood acros other end of the line. She luffed by the lightship, headed up into the wind and then waited, while the Columbia which had hauled on the wind before reaching the line passed astern of the Shamrock and the American boat kept on toward the north-

Then the Shamrock filled away on the port tack and crossing Columbia's bow took a leeward position and the two boats were sailin g side by side with the Columbia to windward. Just as the warning gun was given both were headed up into the wind with the Columbia the leading boat in the direction in which they were sailing. Their headway was almost stopped and each skipper was waiting for the other to make the next move. The Columbia drew away from the Shamrock about two lengths, and then Shamrock filled away on the port tack while Columbia filled away on the starboard tack. The Columbia wore ship and gybed her boom over to starboard just two minutes before the starting gun arri then, luffing up, she stood after the Shapprock which vacht was still heading in toward the Long Island shore. The Shamrock hauled on the wind and tacked and then Columbia took the starboard tack and both were heading toward the west on a course parallel to the line about a quarter of a mile to windward. Columbia

BOTH TACHTS HANDICAPPED AT START. The starting gun was fired and both bore off with Columbia on the Shamrock's weather bow. The Shamrock eased off her boom to port, lowered her spinnaker boom to starboard, broke out her ballon jib topsail and the two yachts were sailing toward the line with the Columbia just a little in the lead and Shamrock to leeward. Columbia's spinnaker boom was dropped to starboard and Capt. Sycamore deadened the Shamrock's headway in order to let the American boat draw ahead Spinnakers were hauled out and the Columbia broke out her balloon jib topsail and then the handicap gun was fired when both were about two hundred yards from

When this gun was fired Capt. Barr let his boat go for the line. The spinnaker was broken out and she was timed at 11-02-12 Shamrock was just seventeen seconds later, being timed at 11:02:29, and her spinnaker was broken out before she reached the line. Officially the yachts were timed as having started at 11:02:00. They had been allowed two minutes to get over the ine and according to the agreement covering these races if they started after the minutes they were to be handicapped

the time they went after the gun, so that the Columbia was handicapped twelve seconds and the Shamrock twenty-nine. The Columbia was off the starboard bow of the Shamrock and Capt. Barr, evi-dently expecting that the Shamrock would try to luft under the Columbia's stern and so break the wind for that yacht, worked the Columbia a little way to the southward of the course. It is possible that Capt Barr figured that the Columbia could ru faster than the Shamrock, but if he did he made a mistake. The Shamrock's spin-naker was a much larger one than that used by the Columbia and it dropped considerably below the spinnaker pole and caught every ounce of wind that was blow-ing. The other head sails on the yachts

were run down and hoisted again in stope ready for use when they should be wanted.

Capt. Sycamore as usual started to sail a bee line for the outer mark and slowly, but surely the Shamrock began to pick up on the Columbia. The Columbia's spinnaker which had been slacked well forward lifted considerably, but the yacht was sailing along on a year, oven keel and was sailing along on a very even keel and her crew were on the starboard side of the vacht well aft in order to trim her, so that she sailed on as short a waterline as possible. The men on the Shamrock were still further aft than they were on the Columbia, many of them being on the taffrail.

SHAMROCK PASSES THE COLUMBIA. The Shamrock picked up so that in a few minutes her bowsprit was lapped over the stern of the Columbia. She forged ahead slowly until at 112000 the yachts were side by side, the Shamrock being on the port beam of the Columbia and then she went further and further abead until she

went further and further ahead until she drew out and clear water showed between the two yachts. This was a surprise to everybody, and many began to ask "What is the Shamrock's best point of sailing." The breeze was about ten miles an hour. The breeze was about ten miles an hour. It was just strong enough to keep the spinnaker and balleon jib topsail full and the sea was smooth. The accompanying fleet had made two long lines and in the lane of water between the two the racing yachts were sailing almost side by side and not one hundred yards of water between them. Occasionally a little lift in the sea would cause the wind to slack out of the balloons and then they would fill out again and pull and then they would fill out again and pul

when the Shamrock forged ahead Capt.

When the Shamrock forged ahead Capt.

Barr began to work the Columbia back
again in order to try to get in astern
of the challenger, and by keeping the wind
from her check her headway and so be able to make up the ground the Columbia lost but the Shamrock was still gaining and by 12 o'clock she was about a quarter of a mile ahead of the American boat, which at the rate they were sailing toward the le ward mark was about two minutes, or little more. They were then a little more than half way out to the mark.

The Shamrock then experienced her first The Shamrock then experienced her first piece of ill-luck of the day. The wind got lighter and her light sails hung limp and her progress through the water slackened. A few minutes later it breezed up again, and the Columbia, being the stern boat caught the freshening air first and carried it along with her for some time, gradually closing up the space between the two yachts. It was three minutes before the Shamrock feit the freshening breeze, and in that time the freshening breeze, and in that time the Columbia had cut down the challenger's lead to about 150 yards, but when Shamreck was sailing under the same wind that had been favoring the Columba she began to open up the space between the two boats

at once.

The wind was puffy. It was just the same as in Thursday's race, only the puffs were not so hard, and the stern boat was always helped by these puffs of wind. But when they had passed over her and the Shamrock was under their influence she drew away and probably made up very nearly as much as she lost when Columbia

got the pulls.

As they got further out to sea the wind backed a point to the westward and the spinnakers were slacked up so that they would get the full benefit of the slight change. The outer mark was in sight, the bright cone on it was flashing in the

SHAMROCK LOWERS BALLOON JIB TOPSAIL

TOO BOON The Shamrock kept her lead, sometimes increasing it, sometimes the Columbia drew up on her until at 12.38.00 Shamrock's drew up on her until at 12.38.00 Shamrock's bailoon jib topsail was lowered and then the jib and fore staysail were broken out. The fore staysail was stepped up too hard and only half of it would break, and the masthead man who was standing on the strut on the forward side of the mast slid down the fore stay and broke the cords that were holding the sail too tight. The mark was at least a mile and a quarter away and why ber balloon jib topsails should have been taken in so soon no one should have been taken in so soon no one siderably by this move. The men climbed out on the bowsprit and sent the baby jib out on the bowsprit and sent the baby jib topsail up in stops and this movement about the yacht's deck helped to check her beadway and Columbia picked up so much that it looked as though she might get by the Shamrock and turn the mark first.

Columbia was coming down astern of Shamrock fast, and seeing this the Sham-rock's spinnaker was slacked still further forward, and the main sheet was trimmed in a little so that the eacht began to lift out a little. The Columbia's main sheet, too, had been trimmed in and at 12:45:30 or nearly eight minutes after the Sharmock had lowered her balloon lib topsail the had lowered bet canoon in topsail the Columbia's men climbed out on the bow-sprit of that yacht, and twenty seconds later others slacked up the halliards to lower away the big piece of canvas. They lowered very slowly, and when it had got about a third of the way down it

en that it was stuck, and tug as they was seen that it was stuck, and tug as they would the men could not get it down. In slacking up the spinnaker that piece of canvas had blown over against the jib topsail's stay, and a snap hook of the balloon jib topsail had caught in the spinnaker, and as the men tried to get the balloon down the snap hook ripped a hole in the spinnaker, and the tear began to go across the sail.

A masthead man with a sling around him went aloft at once and sliding down the stay tried to clear away the tangle. He kicked it with his foot, but the spap hook held, and then he jumped on it with both feet, trust-ing to the sling and his hold on the stay with his hands to keep him up. Then the spinnaker was slapped inboard, and the big sail lifted over the stay and the mess was worse than ever, and then both sails were let down with a run, the spinnaker was kept inboard, but the balloon jib top-sail fell in the water and there was hard work getting it out. SHAMBOCK TURNS MARK NEARLY A MINUTE

All this took time, and the Shamrock was rapidly approaching the mark, but she was not getting away any further from the Columbia. At 12:47:00 her spinnaker was quickly doused and the spinnaker boom was swung forward and taken inboard. The mark was close under her weather bow and she luffed by the mark at 12:48:46, and as the luffed by the mark at 12:48:46. and as she luffed the main sheet was trimmed in flat, headsails trimmed, and she stood on the port tack heading west by south. The Columbia approached the mark, but her crew had been so occupied getting in the light sails which had become entangled that they had no time to attend to the sheets, and she juffed by the mark at 12:49:35, and at once went on the star-board tack, the men working hard to get sheets trimmed flat. As the yacht tacked she headed north northeast. The official time for the sailing of the first

leg, which made the starting time of each yacht as 11 02 00, showed that it had taken

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the Shamrock 1 hour 46 minutes 46 seconds to sail the fifteen miles, while Columbia had taken 1 hour 47 minutes 35 seconds, so that the Shamrock had gained forty-nine seconds on this leg of the course. Taking the actual start of each yacht, however, the Shamrock had sailed fifteen miles in 1 hour 46 minutes 17 seconds, and the Columbia in 1 hour 47 minutes 23 seconds, which show that on actual sailing the Shamrock had beaten the Columbia 1 minutes 6 seconds before the wind. The Shamrock had beaten the Columbia 1 minutes 7 seconds, which was at the rate of about eight and a half miles an hour.

Before she reached the first mark the Shamrock had sent her baby jib topsail up in stops ready for use on the windward leg, but the wind freshened up as soon as they had turned the leeward mark and instead of being broken out it was lowered away. No effort was made on the Columbia to set a small headsail. The Columbia's jib shook for a few seconds until the crew trimmed down the sheet and then at 12:52:15 the Columbia took the starboard tack and was following after the Shamrock. The wind was better than

starboard tack and was following after the Shanrock. The wind was better than ten knots: some white caps on the small waves showed this. Both yachts were heeling well under the pressure of the wind and were footing fast.

heeling well under the pressure of the wind and were footing fast.

It had been warm and comfortable run-ning before the wind with the sur shining brightly, but as soon as the vessels started home again the wind made every one feel chilly. The wind was backing half a point toward the westward and was head-ing Shannock off and at 1:05:00 Capt. Syca-nore Unew the boat around on the port more threw the boat around on the port tack and the two yachts were drawing together on opposite tacks, the Columbia having the right of way, being on the star-board tack. The Shamrock easily crossed the Columbia's bow and then those who were sailing that yacht made a mistake that proved costly to them.

COLUMBIA IMPROVES HER POSITION Instead of taking the starboard tack as soon as she had crossed the Columbia's bow and back-winding that yacht, the Shannock held on toward the north northeast until 1:07:35 and then she tacked, thus east until 10.33 and then she tacked, thus enabling the Columbia to get her wind clear and as the Columbia had carried a fresher breeze toward the westward she had improved her position materially and Capt. Sycamore began to pinch the Shamrock in order to try and make up what that yacht had lost. The Columbia was getting a freshening breeze all the time and was heeling more than the challenger and Shamrock was rapidly falling down in the American boat's wake, so that at in the American boat's wake, so that at 1.12.00 the Shamrock went on the port tack and made another mistake. She had tacked of a freshening breeze which had been ping the Columbia wonderfully.

helping the Columbia wonderfully.

The Columbia went on the port tack at 113:05 and the two yachts were heading over to the north northeast, but the wind freed more for Columbia and gave her such a lift that she was a long way to wind-ward of Shamrock in a very few minutes and every one declared the race all over. By standing over toward the postboard By standing over toward the northeast the yachts were getting into lighter air and the men climbed out on the bowsprits to send up the baby it topsails. The first move to get this sail up was made on the Columbia, but those on one boat so carefully watch the other that not a move is made without being seen at once, and no sooner had the Columbia's men started to get out the small headsail than Capt. Sycamore had his men at work on the same errand. The Columbia broke her baby jib topsail at 1:15:45 and the Shamrock broke hers fifty seconds later. The Colum-bia was footing very fast, she was sailing in a breeze a little stronger than the Sham-rock and was sailing two points higher than the challenger and her position was being improved all the time. The Sham-rock got a puff or two that helped her and first one felt the influence of a nice breeze and then the other, so that neither yacht was benefited very much by these occasional

It had been noticed in previous races that the Shamrock in going to windward made all her good gains when on the port tack, while the Columbia always seemed to do better when on the starboard tack This tack to the northeast was a long one and after the two yachts had got the wind from the same direction and of about equal strength as far as could be seen the Sham-rock not only footed faster, but pointed much higher than the American boat and the Columbia began to fall down toward the stern of the Shamrocki the stern of the Shamrock

the stern of the Shamrock.

The wind was much lighter as they held on this tack, the Shamrock improved her position in spite of its lightness, and at 203.00 Capt. Barr not being satisfied with the work being done by his yacht, took the starboard tack and the Shamrock tacked to windward. on this tack the Columbia began to pick on this tack the Columbia began to pick up, she footed well and pointed higher and being further over to the westward than the Shamock she got the first of a favorable puff that gave quite a lift to her. This puff was stronger than the wind in which the Shamrock was sailing and Capt. which the Shamrock was sailing and capi-Barr was taking every advantage of it he could. He was nipping the Columbia up to windward and that yacht was fore-reaching on the Shamrock.

SHAMBOCK CROSSES COLUMBIA'S BOW At 2:15:00 the Columbia went on the port tack. She came about slowly, Capt. Barr letting her shoot well up into the wind as she turned. They were both then drawing together, the Shamrock on the starboard tack and this time it was Capt. Barr who had made the mistake. He had tacked out of a freshening hereze in which the Columbia was doing very well and the Shamrock crossed the Columbia's bow with plenty to space and was again the leading yacht in the mee. Instead, however, of tacking at once so as to get Columbia under her lee the Shamrock held on for some distance toward the westward and then went on the port tack at 16:20. A minute and twenty-five seconds 246.20. A minute and twenty-live seconds after Shamrock had taken the port tack columbia split tacks with her again and the American boat crossed the wake of the Shamrock and headed toward the west than the country second the second to the second tack. where it could be plainly seen there was a much better breeze, and Capt. Sycamore or whoever was in charge of the challenger by the Calmula.

let the Columbia go.

The wind was dying, it was the last of the fine breezes that had made such good yachting weather, and as it died it shivered. the fine breezes that had made such good yachting weather, and as it died it shivered, first backing a point and then hauling a point, so that the two skippers were kept constantly on the alert to see where any advantage could be gained by tacking into the shifting breeze. At 2.20 o'clock the wind, backing a little to the west, headed off the Columbia so that her headsails shook and this same puff let the Shamrock up a little. Seeing this Capt. Barr went on the port tack with the Columbia at once and she was then sailing along the edge of a fresher breeze which she had stood over to the west to get. The Shamrock went on the starboard tack at 2.22-10 and the yachts were drawing together. Capt. Berr was pinching the Columbia to get across the bronzed boat's bow, but at 2.24-15 the Shamrock went on the port tack and fifty seconds later Columbia went on the starboard tack and the yachts were heading away from each other, the Columbia standing in toward the Jersey shore where the breeze was fresher and where the slants were more favorable. the slants were more favorable CAPT. BARR TACKS OPTEN, TO CATCH THE

DYING WIND.

At 2-27:05 Columbia went on the port tack and three minutes later she tacked again. Capt Barr seemed to scent every pull that was coming and he was working from one to the other in a desperate fight to win the race if he possibly could do so by skilful handling of his boat. This time the Shamrock followed the Columbia toward the west, but the two yachts were quite a distance apart, with the Shamrock nearer to the finishing mark, but the Columbia in a fresher breeze nearer in toward the shore. The Columbia was outpointing the Shamrock and she was footing faster. The lightship was only four miles away and the Shamrock and she was footing faster. The lightship was only four miles away and it was anybody's race yet and the result seemed to depend largely on the way the wind would shift. A slant to the westward would let up the Columbia and a slant to the northward would favor Shamrock It was very soft and the yachts were not making brisk headway. At 2:37:35 the Columbia went on the port tack and the yachts were drawing together again and this time it was uncertain which had the lead until at 2:41:30, the Shamrock, being on the starboard tack, forced the Columbia about.

about.
Capt Barr had held on to the last minute in a desperate effort to cross the Shamrock, but the American boat, while not

leading in the race, was so close to the chal-lenger that if she could keep that position to the finish of the race she would win on account of the forty-three seconds allowed to her for the difference in size of the two

to her for the difference in size of the two boats. Both were standing in toward the Jersey shore and Capi. Barr gave a full to Columbia to get clear of the Shamrock and to get more of the fresher puffs that were coming from the westward.

The Shamrock was working out to windward, but instead this time of standing on the way the Columbia was going and keeping that yacht in a leeward position, the Shamrock took the port tack at 2:43:00 and allowed the Columbia to get away and get her wind clear again, and that yacht did not take the port tack until 2:47:39. The yachts had got so far in toward the finishing line that they were feeling the effects of the tide, which was running out of the harbor. On the port tack they of the harbor. On the port tack they were getting if on the weather beam and it was heading them away from the mark. it was heading them away from the mark. This tack was another short one and the Columbia was the first to take the starboard tack. Capt. Bair throwing that yacut around at 2:53:10, the Shamrock following fifteen seconds later. On this tack they had the tide on the weather bow. Another puff to the westward had attracted Capt. Barr and while the Columbia was getting a lift in the breeze that was coming off the land Shamrock had found a soft spot, and her must was pointing up toward the zenith. The starboard tack was held until 2:50:50, and then the Columbia went on the port tack and the Shambia went of the starboard tack and the Shambia went of the starboard tack and the Shambia was the starboard tack and tac bia went on the port tack and the Sharr-rock was tacked five seconds later. It was very evident by this move that the Columbia had gained a better position than the Shamrock, or the Shamrock would not have tacked with her, but would have held on her starboard tack and forced the American boat about again.

SHIFTING BREEZE AT THE FINISH. At this time they were getting a better breeze which was blowing out of the harbor, But it was shivering a point first one way and then the other and the race would go to the yacht most favored. At 3:06:00 it was westing and the Columbia was favored, was westing and the Columbia was favored, but when she lost this little slant the Shamrock picked up again. She was on the track on which she did her best work. A few minutes later a favorable puff gave quite a lift to the Shamrock and then, at 3:16:25, the Shamrock went on the starboard tack and they were drawing together again. Columbia ran into a seft spot for a minute and then the breeze, again coming more westerly, headed the Shamrock off and let Columbia up. Then the Columbia got a puff that helped her along quite a little, while the Shamrock ran into a seft spot.

while the Shamrock ran into a soft spot.

They were travelling very slowly and the tide, which was running out of the harbor, was keeping them back. It looked for some minutes as if the Columbia would be able to pinch across the Shamrock's be able to pinch across the Shamrock's bow, but at 3:20:15 her head sails fluttered and she was forced to take the starboard tack, and a few seconds later the Shamrock split tacks with her again and stood over to the north-northwest. Capt. Barrwas not going to let the Shamrock get away from him even if he could not put the Columbia in the weather position and after holding the starboard tack for a minter and agreement.

headed after the Shamrock. She went about very slowly, the wind being only just strong enough at that time to swing her against the tide.

The crews on both yachts kept on the lee side in order to heel the beats as much as possible. When she had filled away the Columbia got a lift that helped her a little and then Shamrock got a puff that knocked her off. It was this little puff that probably decided the race, for while the Shamrock never relinquished her lead she was never able to get far enough away from the Columbia to save her time. At 3:29:25 the humbia to save her time. At 3:29:25 the Shamrock took the starboard tack and the yachts again drew toward each other on opposite tacks, and a minute later the Co abla was again forced to give way and tack on the Shamrock's loc how.
On this tack they were able to lay their

on this tack they were able to lay finer course to the finish and they were heading toward the lightship end of the line. The Columbia outfooted the Shanrock slightly and Capt. Barr let his boat go in a last des-perate effort to put her across the line first. If he could have drawn far enough shead with the Columbia to have tacked across the Shamrock's bow he would have done so, but the Shamrock being on the starboard tack would have bad the right of way and Capt. Barr had to keep going until the Shamrock let him go for the line.

SHAMROCK, CLEVERLY HANDLED, CROSSES THE FINISH LINE FIRST.

Capt. Sycamore kept the Shamrock going until she had just squeezed by the lightship and then he shot her into the wind and let her shoot across the line with the momentum she had gathered when full on the starboard stack. trick and it put the challenger across the line first and her time as taken by the Regatta Committee was 3.35.38. As the Sham-rock shot over the line the Columbia tacked and she crossed the line just two seconds later, being timed at 2.35 to and then the whistles and the sirens and the guns boomed out and the bands played Columbia, sa-huting the yacht that had twice success-fully defended the America's Cup. The two yachts then luffed into the wind, their beadsails were lowered, then the masthead men climbed up aloft and lashed the club topsails and guided those hig pieces of canvas safely down while the men on deck slacked up the halliards.

Their two tugs got alongside, took a line Their two tugs got alongside, took a line from each boat and towed them into the Horseshoe and when they got inside the Hook and were pretty close to the Columbia every man on board the Shamrock lined up at the side of that yacht and gave three rousing cheers for the Columbia, the winner. The men on the Columbia led by Capt. Barr then cheered as beartily for the Shamrock, the yacht that had made the Shamrock, the yacht that had made the closest light that had ever been made for the famous trophy and the only one that had ever without a fluke or a foul crossed the finishing line first in a race for the Cup. In actual time taken from the handi-cap gun the Shamrock had beaten the Columbia just two seconds over the course but taking the time from when the yachts really crossed the line the Shamrock had really crossed the line the Shamrock had

BRAIN FOOD.

Not long since there was a great run on the fish markets because it was announced that fish was food for the brain Of course the fallacy of the fad was soon exploded. Normally the food we nourishes brain,

nerves, muscle, bones, etc., each part of the body assimilating phosphorous alts, lime, according to its as brain begins to show weakness come sensitive it is a sign that the nutrition contained in the food enten, and this loss is in general due to disease of the stomach, and its allied organs. Dr. Pierce's Golden Medical

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food, which is the source of the strength of both brain and body.

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beaten the Columbia twenty-one seconds. On corrected time the Columbia won the race by forty-one seconds. The tables giving the clapsed times over each leg of the course and the official times for the race follow:

On this leg the Shamrock best the Columbia forty-nine seconds. Shamrock's aver age speed a mile was 7 minutes 7 seconds. The actual time of start was Columbia The actual time of start was Columbia 1:02:12; Shamrock 11:02:29.

SECOND LEG - BEAT FIFTEEN MILES

On this leg of the course the Columbia gained forty-seven seconds. The table: Elansed Corrected

Start Finish Time Time H M 8 H M 8 H M 8 H M 8 H M 8 11 02 00 2 25 40 4 34 40 4 32 35 11 02 00 3 25 25 4 35 35 4 33 35 On corrected time the Columbia beat ual time Shamrock beat the Columbia

ERRORS COSTLY FOR SHAMROCK. Mistakes Made by Those in Charge Lost Her the Race.

According to many yachtsmen the Shamrock yesterday was beaten by the Columbia more through errors of judgment made by those who were in charge of the yachts than by the superior sailing qualities of the Columbia, and there are many who are of the opinion that, if the Shamrock had been sailed properly in the races between that oat and the Columbia for the America's Cup, instead of having been beaten three times consecutively by the American boat she should now have had two victories o her credit. There were many yesterday who watched the race and who are familiar with the sport who thought that the trouble with the Shamrock was that there was too much talent on board and that the sailingmaster who is acknowledged to be the best man in his profession in England has been hampered too much and did not have a free hand.

The Shamrock at the start succeeded in getting into the better position, but at the cost of being handleapped twenty-nine seconds: while the Columbia, in keeping the cost to the chief the race teen seconds, and it was more than made up within twenty minutes after the race went over the line only two seconds apart.

The conditions vesterday were Twice the Shannock appeared to have really favorable to the challenger. The breeze was about ten miles in strength, but it lightened considerably before the race was over, and the sea was smooth. It was under such conditions as these that the Shamrock in her last trials that were sailed on the Clyde was able to beat the old Shamrock so easily, and it was for conditions such as prevailed yesterday that Mr. Watson had designed the craft

and rigged her Going down the wind in the first race that was sailed to completion, the Columbia had beaten the Shamrock by more than a minute in fifteen miles and with this in mind it was fully expected that when they started before the wind yesterday the Columbia would have a nice lead before the leeward mark was reached, but instead the Shamrock at once began to close up on the Columbia and twenty minutes after the race had started she was the leading boat and she kept on going ahead until half the course had been covered and sive was then leading by about a quarter -! a mile or what was estimated to be about two minutes. Then she found a soft spot and the Columbia, being the stern boat,

and the Columbia, being the stern boat, was bringing up a freshening breeze and this lead was soon cut down to about one hundred and fifty yards. Then, when the two yachts had an even breeze again the Shaurock drew ahead.

The first error made vesterday was in taking in the hislioon jib topsail when the yacht was more than a mile and a quarter from the turning mark. This sail could have been carried for at least ten minutes longer and then could have been loweted in plenty of time to have it stowed away before the igen were wanted to lower the spinnaker and trim in sheets. This error was costly, and enabled the Columbia was costly, and enabled the Columbia to pick up quite a good deal, and would have been much more costly but for an accident on Columbia. The spinnaker had get caught in a snap nook on the balloon jib topsail, and when the crew let go of

down, and letting them both down to-gether the men could not keep them in-board and the balloon jib topsail got in the water and dragged there for a few seconds.

The Shamrock turned the first mark 47 seconds in the lead and went on the starboard tack, heading toward the west, the breeze was freshening and the yacht was doing remarkably well. The Columbia made a short port tack and then took the starboard tack and stood after the Shamrock, and was sailing to windward of the challenger's wake. The Shamrock tacked, crossed the Columbia's bow and then, instead of tacking and heading on the same course which Capt. Barr had selected and keeping on toward the freshening breeze which was coming off the Jersey shore, the Shamrock kept on the port. shore, the Shamrock kept on the port tack and allowed Columbia to sail on with her wind all clear, and that boat, getting

her wind all clear, and that boat, getting the freshening breeze first, improved her position very much. One of the first principles that a sailing master learns is when be has beaten his opponent to keep his yacht between the beaten boat and the mark for which he is sailing. But yesterday, whoever was in charge of the Shamrock seemed to have forgotten this and was crossing tacks from the outer mark all the way home. The Shamrock tacked and then, as the Shamrock was falling down into the Columbia wake, the challenger took the port tack again and headed toward the northeast.

Just at this time a shift in the wind gave such a lift to the Columbia that she was put about half a mile to windward of the challenger, and those who were watching the

about haif a mile to windward of the char-lenger, and those who were watching the race thought that all interest had gone out of it. The Shamrock kept the port tack for more than fifty numbers, and the Colum-bia was sailing along in the same direction. The wind lightened, ith topsails were set, and the Shamrock footing fastand pointing high did so well that when the two yachts

took the starboard took she was in the wind ward position.

The Columbia on this tack drew up somewhat and then, tacking, tried to cross the Shamrock's low, but the Shamrock weathered her casile, and usered of tacking again and keeping the American boat in a beaten position the Shamrock kept on and again allowed Columbia to get her wind clear. The wind was getting much lighter on the beat home, but off the dersey shore it was backing a little to the westward. It was coming off there is pulls that sometimes lasted several minutes.

The yachts spin tacks again and Capt. The yachts split tacks again and Capt. Bare worked in to get the benefit of these

of the tseateding on of after standing on for some minutes the seconds: while the Columbia, in keeping Shannock went after her and when they back in order to try and get over the line came together again the Shannock still last, as it was a run before the wind, was handicapped twelve seconds, so that really this cost to the Shamrock was only sevenfrom to the Shamrock was only sevenfrom to the finishing line and at the end the

> the race wen yesterday and twice it was thoever away apparently through poor judgment shown by those in charge of the boat Capt Sycamore is the skipper who sailed the Shamrock but Mr. W. G. Jameson is the man who directs how the boat shall

> It was learned vesterday from one who had been in consultation with the se on board the Erin that it was Mr. dameson who insisted on the Shanneck luffing across the starting line on Tursday, when the Columbia had gone over in the weather position. The Shanneck had crossed the line too soon. She had been recalled and the yacat bore off, crossed the line back again, and they infled across instead of wearing around, and they infled across instead of wearing around, gybing and taking the end of the two utes and crossing well to windward. In the race sailed last Saturday,

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